

Since 9-11-2001 there has been a marked reduction of aircraft removed from flying service. The desert has seen the parking of 2000 plus large aircraft moth balled since then. What is visualized as relieving the congestion in the airspace of 290 thru 410 will result in these aircraft be restricted to the airspace under 290. Most of the operators I have spoken with intend to continue to operate their non-compliant aircraft in the 290 flight level range and under. Consequently, the cost of operation will greatly increase because the fuel consumption will increase and the airspace under 290 will become more congested. Today the cost of compliance of RVSM is in excess of \$150,000.00 per aircraft. It is impossible to justify that expenditure on older aircraft. I propose that an alternative means be adopted. Why not require the installation of GPS equipment and approve direct routes via GPS direct above flight levels 290. This will open up unlimited amounts of airspace that is not currently being used. The only other options are to remain under FL290 or cease operation.